

SOUTHERN CALIFORNIA



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• Alan Wapner, Ontario

Ventura County: Judy Mikels, Ventura County •
Glen Becerra, Simi Valley • Carl Morehouse, San
Buenaventura • Toni Young, Port Hueneme

Orange County Transportation Authority: Lou
Correa, County of Orange

Riverside County Transportation Commission:
Robin Lowe, Hemet

Ventura County Transportation Commission:
Keith Millhouse, Moorpark

MEETING OF THE

PLANS & PROGRAMS TECHNICAL ADVISORY COMMITTEE

**Monday, November 28, 2005
10:00 a.m. – 12:00 p.m.**

**SCAG Offices
818 W. 7th Street, 12th Floor
San Bernardino Conference Room
Los Angeles, CA 90017
(213) 236-1800**

Video Conference Location

SCAG Inland Empire Office
3600 Lime Street, Suite 216
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If members of the public wish to review the attachments or have any questions on any of the agenda items, please contact Philip Law at (213) 236-1841 or law@scag.ca.gov.

SCAG, in accordance with the Americans with Disabilities Act (ADA), will accommodate persons who require a modification of accommodation in order to participate in this meeting. If you require such assistance, please contact SCAG at (213) 236-1868 at least 72 hours in advance of the meeting to enable SCAG to make reasonable arrangements. To request documents related to this document in an alternative format, please contact (213) 236-1868.



PLANS & PROGRAMS TECHNICAL ADVISORY COMMITTEE

AGENDA

ITEM		PAGE #
1.0	<u>Call to Order and Introductions</u>	Chair Doug Kim, LACMTA
2.0	<u>Public Comment Period</u> Members of the public desiring to speak on an agenda item or items not on the agenda, but within the purview of this committee, must fill out a speaker's card prior to speaking and submit it to staff before the meeting is called to order. Comments will be limited to three minutes. The Chair may limit the total time for comments to twenty (20) minutes.	
3.0	<u>Consent Calendar</u>	
3.1	<u>Approval of Meeting Minutes from October 20, 2005</u> <i>Attachment</i>	1
4.0	<u>Discussion Items</u>	
4.1	<u>Standing Items</u> <i>No report</i>	
4.2	<u>2004 RTP/RTIP Amendment Request</u> <i>Attachment</i>	Carla Walecka, OCTA / TCA 7
4.3	<u>RTP Schedule Update (3-yr vs. 4-yr Cycle)</u> <i>Attachment</i>	Naresh Amatya, SCAG 8
5.0	<u>Staff Report</u>	
6.0	<u>Comment Period</u> Any Committee member, member of the public, or staff desiring to comment on items not covered on the agenda may do so at this time. Comments should be limited to three minutes.	
7.0	<u>Next Meeting Date & Adjournment</u> The next meeting date will be discussed.	



PLANS & PROGRAMS TECHNICAL ADVISORY COMMITTEE

MINUTES for October 20, 2005

The following minutes are a summary of the Plans & Programs Technical Advisory Committee (TAC) meeting. Audio cassette tapes of the actual meeting are available for listening at SCAG's office.

1.0 Call to Order and Introductions

Immediate past chair Mr. Ty Schuiling, SANBAG, called the meeting to order. Chair Doug Kim, LACMTA and Vice-Chair Richard Marcus, OCTA, were unable to attend. Introductions were made.

2.0 Public Comment Period

There were no comments.

3.0 Consent Calendar

3.1 Approval of Meeting Minutes from September 15, 2005

The meeting minutes were approved with the correction of Ms. Sells' name on page 7.

4.0 Discussion Items

4.1 Standing Items

4.1.1 TDM / Non-motorized

LACMTA Bicycle Plan

Ms. Lynne Goldsmith, LACMTA, gave a presentation on the Metro Bicycle Transportation Strategic Plan. A handout was provided. Federal and state policies require consideration for bicyclists and pedestrians in developing transportation plans and projects. The plan's focus is on improving bike-to-transit connections; the plan is also developed to encourage non-automobile travel options, set policy priorities, and maximize funding opportunities for the cities and county. Funding is available from the Call for Projects, the Bicycle Transportation Account (BTA, a state grant program), TDA-Article 3, Safe Routes to School, and other state and federal grant programs.

Ms. Goldsmith stated that most trips (61.5%) are 5 miles or less in length, according to the 2001 National Household Transportation Survey. Linking bikes to transit can help encourage people to use these alternative modes for their shorter trips.

The strategic plan will develop new bicycle policies, identify bike-transit hubs countywide, develop bike-transit hub access plans to be used as models for other plans and to be used for grant applications, produce a toolkit of facility design measures, conduct an inventory of existing and proposed facilities,



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develop a public bike map, and identify gaps in the regional bikeway spine (the Class I network including river trails and rail rights-of-way).

For the bike-transit hub access plans, LACMTA looked at on-street access, intersections, signalization, signage, and bicycle parking and developed recommendations for improvements. These plans could receive high priority for funding when it becomes available through a Call. Twelve bike-transit hub access plans were developed, including Willow St/Blue Line, South Bay Galleria/Redondo Beach, LAX, Fairfax/Santa Monica in West Hollywood, North Hollywood Red Line, Palmdale Transit Center, Pomona Downtown Metrolink Center, South Gate.

The facilities inventory and Draft Plan have been completed, and the Draft should be published before the end of the year. Board adoption is scheduled for January 2006.

In response to a question, Ms. Goldsmith stated that she would be willing to assist other cities in developing their own hub access plans. Mr. Ty Schuiling, SANBAG, stated that the recent UCLA-sponsored transportation-land use conference focused on health impacts, particularly highlighting the air quality impacts of school diesel buses and at sites adjacent to freeways and other heavily traveled transportation corridors. He asked if consideration for those health and air quality impacts were given in LACMTA's study. Ms. Goldsmith stated that they did identify a need for coordination with the Department of Health Services. Mr. Schuiling suggested that Prof. Arthur Winer at UCLA was a good resource on measuring localized air quality effects.

4.1.2 Highways and Arterials

LACMTA Arterial Master Plan

Ms. Kathleen McCune, LACMTA, gave a presentation on the LACMTA Arterial Master Plan. A handout was provided. The working group has met four times since January and includes planning and public works staff from various cities and agencies countywide, including SCAG and Caltrans. The Master Plan will establish a regional network of arterials to assist in LACMTA's Short-Range and Long-Range Transportation Plans, refine applications for RSTI and Signal Synchronization projects submitted in the Call for Projects, establish system performance criteria, and establish a process for updating the regional network and performance monitoring data.

The Master Plan will develop a database of all completed and/or programmed arterial projects, along with a GIS component. The database will identify project scope, project cost, funding sources, completion date, average daily traffic (ADT), and level of service (LOS). The GIS data include the Caltrans Functional System, Highway Performance Monitoring System (HPMS), Congestion Management Plan (CMP) network, LA County's Master Plan of Highways from its General Plan, transit routes, and truck volumes.



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Currently, LACMTA is finalizing the criteria for selection of arterials, inputting project programming information, and developing the methodology for performance measurement and monitoring. The Master Plan is expected to be completed by November 2006.

Draft final criteria have been developed for selection of regionally significant arterials, and include the following: Caltrans/FHWA principal arterials, CMP arterials, ADT > 25,000, number of lanes >= 3 in each direction, transit routes with boardings of 20,000 or more, and truck volumes over 1,000 or 4% of total ADT.

Ms. McCune stated that LACMTA is in the process of receiving comments from its subregions and the next Working Group will meet on November 17, 2005. The project website contains information on all Working Group meetings as well as subregional outreach maps, and the address is www.iteris.com/metro-amp/index.html.

In response to a question, Ms. McCune stated that cities are welcome to submit comments on their own. LACMTA is encouraging cities to strike a balance between adding too many and too few arterials, as they will be asked to assist with the performance monitoring for those arterials. Ms. McCune stated that there will likely be funding implications from this process in future Calls for Projects.

Mr. Ty Schuiling, SANBAG, asked if there were a relationship between this program and the development mitigation program. Ms. McCune stated that the Arterial Master Plan would likely be a subset of the nexus network coming out of the mitigation program, as that network would include freeways as well as arterials.

Mr. Bob Huddy, SCAG, stated that it would be advantageous from the performance monitoring aspect to include arterials on the ATSAC system.

In response to a question, Ms. McCune stated that LACMTA did not yet have plans to priorities or tier the identified arterials.

4.1.3 Growth Forecast

There was no report.

4.2 STIP Fund Estimate and Impact to RTP Financial Plan

Ms. Annie Nam, SCAG, highlighted major issues with respect to the STIP Fund Estimate and the process for updating the RTP financial plan. The California Transportation Commission (CTC) adopted the STIP Fund Estimate in September, which included \$5.6 billion in new capacity over a five-year period. The estimate does



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consider new funding levels for SAFETEA-LU and the new financing payment schedule for the toll bridge seismic retrofit program (about \$630 million in state funds).

The \$5.6 billion in new capacity essentially relies on unstable funding sources. The core state and federal gas tax dollars are first applied to the SHOPP, leaving little of those funds for other purposes. The state is relying on Prop. 42, repayment of past loans from tribal gaming proceeds, and substantial levels of increases in Public Transportation Account revenues that are essentially spillover revenues resulting from higher gasoline prices. Another impact to keep in mind is the potential passage of Prop. 76 in the upcoming November special election. Even though Prop. 76 does provide protection provisions for Prop. 42, it also includes a provision for repayment over a 15-year period. This defers repayment of transportation funds by as much as \$900 million, as estimated by the CTC, and would impact the current STIP effort.

Ms. Nam stated that SCAG will begin working with the county transportation commissions to understand how they will proceed with their STIP programs, as they are a component of SCAG's RTIP which in turn forms the basis for the RTP. SCAG will also soon reconvene the Long Range Transportation Finance Task Force to get further policy direction in pursuing stable long-term funding sources.

Mr. Ty Schuiling, SANBAG, discussed a letter directed to the legislative leadership and the Governor from the Regional Transportation Planning Agencies and drafted by Pete Hathaway, Deputy Executive Directory of the Sacramento Area Council of Governments and former Deputy Executive Directory of the CTC. The letter states that the STIP is unstable as it relies on the funding sources Ms. Nam discussed, all of which are discretionary and dependent on budget decisions that are made annually. Not a dime of state or federal gasoline excise tax, the historic cornerstone of transportation funding and the only color of money that is firewalled against being taken by the legislature and Governor in any time there is a general fund budget crisis, is going into the future STIP. Mr. Schuiling stated that indications from Sacramento are that Prop. 42 funds are at risk in the next fiscal year. If true, it means that the STIP will be dead on arrival.

Mr. Tim Papandreou, LACMTA, stated that project cost increases, driven by right-of-way and materials costs, are compounding the problem. LACMTA is not programming anything new in its 2006 STIP submittal, and will attempt to keep critical projects funded and in process.

4.3 RTP Project List Update

Mr. Naresh Amatya, SCAG, stated that a critical part of the RTP update process is to update the inventory of projects. Letters will be sent to the county transportation commissions, subregions, Caltrans, and transit operators to seek their input on updating the 2004 RTP constrained and unconstrained project lists. We are looking for updates to project descriptions, costs, schedule, and so forth. SCAG staff will also set up meetings with the county commissions to follow up on this request. Mr. Amatya asked that transportation agencies coordinate with their respective county



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commissions on submittals to the RTP. Currently, staff is looking at March 2006 as the deadline for submittals.

Ms. Eyvonne Sells, SCAQMD, asked what progress had been made to determining whether the RTP would be updated in 2007 or 2008. Mr. Amatya stated that staff is considering a minor technical adjustment to the RTP in 2007 to be followed by a major update in 2008 that would comply with the new SAFETEA-LU requirements. The technical adjustment in 2007 would not open up the alternatives analysis process.

Mr. Kevin Viera, WRCOG, asked if criteria would be included with the project lists. Mr. Amatya stated that the purpose of the request is not to select or narrow down projects, but rather to get a sense of what should be considered in developing the RTP. Ms. Shirley Medina, RCTC, asked that criteria be provided for determining what new projects should be included in the submittals. Mr. Ty Schuling, SANBAG, asked what the criteria might be in terms of the model network and funding type. Mr. Amatya stated that the projects should be included to the extent that the funding is accounted for in the RTP financial plan.

Ms. Gail Shiimoto-Lohr, OCCOG, asked that when SCAG staff returned to the TAC with further discussion of the RTP schedule, they discuss where the RHNA update would fit in.

Mr. Schuling stated that his understanding was that the most recent air quality management plan wasn't approved in part because about 15 tons of emission reduction credit were attributed to the RTP but it was not in a TCM-type form that would enable it to meet Federal Clean Air Act criteria. Mr. Schuling asked how this would be approached in the new RTP. Mr. Amatya stated that there were no plans yet on how to address this.

5.0 **Staff Report**

There was no staff report.

6.0 **Comment Period**

There were no comments.

7.0 **Next Meeting Date & Adjournment**

The next meeting date was announced as November 17, 2005, and the meeting was adjourned.



PLANS & PROGRAMS TECHNICAL ADVISORY COMMITTEE

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Attendance

Name	Agency
Grace Balmir	FTA/FHWA
Shefa Bhuiyan	Caltrans-District 8
Joanna Capelle	SCRRA
Eric Carlson	LACMTA
Deborah Diep	CDR, CSU Fullerton
Kim Fuentes	South Bay Cities COG
Lynne Goldsmith	LACMTA
Aileen Kennedy	Caltrans-District 12
Kai Luoma	City of Santa Clarita
Catherine McMillan	CVAG
Kathleen McCune	LACMTA
Ian Pari	City of Santa Clarita
Tim Papandreou	LACMTA
Tracy Sato	City of Anaheim
Ty Schuiling	SANBAG
Eyvonne Sells	SCAQMD
Gail Shiimoto-Lohr	Orange County COG
Jim Stewart	SCCED
Tony Van Haagen	Caltrans-District 7
Carla Walecka	Transportation Corridor Agencies

Via audio/video conference

Jason Finch	City of Palmdale
Kevin Viera	WRCOG

SCAG Staff

Naresh Amatya
Al Bowser
Bob Huddy
Annie Nam
Alan Thompson



REPORT

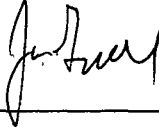
DATE: December 1, 2005

TO: Transportation and Communications Committee (TCC)

FROM: Naresh Amatya, Lead Regional Planner, 213-236-1885, amatya@scag.ca.gov
Philip Law, Associate Regional Planner, 213-236-1841, law@scag.ca.gov

SUBJECT: Draft Amendment to the 2004 Regional Transportation Plan (RTP) and 2004 Regional Transportation Improvement Program (RTIP)

EXECUTIVE DIRECTOR'S APPROVAL:



RECOMMENDED ACTION:

Approve the release of the Draft 2004 RTP/RTIP Amendment for a 30-day public review and comment period. (Note: EEC is considering the release of the associated conformity determination and EIR addendum.)

SUMMARY:

The Orange County Transportation Authority (OCTA) has requested that SCAG amend the 2004 Regional Transportation Plan (RTP) and 2004 Regional Transportation Improvement Program (RTIP) to accomplish the following:

- Replace the planned CenterLine light rail project (which is a Transportation Control Measure or TCM) with a combination of bus rapid transit, commuter rail, local shuttle, and carpool operational improvement projects
- Delete the proposed Yorba Linda Metrolink station (also a TCM) and designate the Fullerton Metrolink Station parking expansion project as a replacement TCM
- Revise the scope of the Foothill Transportation Corridor-South (SR-241) toll road project

The CenterLine and Yorba Linda amendments are requested to fulfill the TCM substitution process. Additionally, the CenterLine action is requested so that OCTA can redirect funds currently programmed for the CenterLine towards the replacement projects before such funds are lost due to the state's timely use provisions (AB1012 and annual obligation authority provisions). The Foothill-South amendment is requested to facilitate action on the project's environmental document by the Federal Highway Administration.

Amending the 2004 RTP and 2004 RTIP requires modeling the proposed project changes, conducting a conformity determination (including emissions analysis, financial constraint, and interagency consultation), preparing an addendum to the RTP Program EIR, circulating the amendment for public review and comment, and responding to comments before final adoption by the Regional Council.

Staff anticipates returning to the TCC and Regional Council in February 2006 for final approval of the amendment.

FISCAL IMPACT:



Funds for RTP and RTIP development are included in the FY 05/06 Overall Work Program.

REPORT

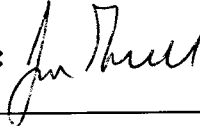
DATE: December 1, 2005

TO: Transportation and Communications Committee (TCC)

FROM: Naresh Amatya, Lead Regional Planner, 213-236-1885, amatya@scag.ca.gov

SUBJECT: Proposed 2008 Regional Transportation Plan (RTP) Update approach and the schedule pursuant to SAFETEA-LU

EXECUTIVE DIRECTOR'S APPROVAL:



RECOMMENDED ACTION:

Approve the proposed 2008 RTP update approach and the schedule.

SUMMARY:

Staff proposes updating the next RTP pursuant to the new requirements under the recently passed transportation bill known as Safe, Accountable, Flexible and Efficient Transportation Equity Act- A Legacy for Users (SAFETEA-LU). SAFETEA-LU includes a provision that allows SCAG to update the RTP every four years rather than every three years as required under the previous bill, Transportation Equity Act for the 21st Century (TEA-21). This would mean that the next RTP would be brought to the Regional Council for adoption in April of 2008 rather than 2007. The following are some of the primary benefits of the new 4-year update cycle that would effectively provide SCAG one extra year to adopt the next RTP.

1. We have the opportunity to synchronize the RTP update process and the air quality planning process. The United States Environmental Protection Agency (US EPA) has established new federal 8-hour ozone standards requiring states to submit new ozone State Implementation Plans (SIPs) by June 15, 2007, and PM2.5 will be included in these 2007 SIPs. Under the 3-year cycle, the conformity status of Southern California's 2004 RTP would expire on June 7, 2007, the day after the SIPs are due to EPA. With this schedule, the US EPA would not determine that the new on-road emissions budgets are adequate until after the 2007 RTP is adopted, and we would have to use the old SIP budgets that are based on the old model and obsolete data. If, however, we are able to apply the SAFETEA-LU 4-year cycle to our existing transportation plan, then we would have consistent use of the new model and new activity data in both the 2008 RTP and 2007 SIP.
2. The additional one year allowed by the 4-year cycle would allow us to take full advantage of our new and improved travel demand model. This will cure the perennial problem that arises due to inconsistency between the model/inventory data used to develop the emission budget versus the model used to perform the emission analysis to demonstrate conformity.
3. One of the provisions in SAFETEA-LU requires that a conformity re-determination on an existing RTP or RTIP must be made within 2 years of SIP approval by the US EPA. Therefore, given that SIP submittal for California is scheduled for June of 2007, and subsequent adequacy findings by US EPA around fall of 2007, conformity re-determination would have to be made by fall of 2009 on the 2007 RTP. This would not only put a strain on our resources, but would continue to perpetuate the mis-step between RTP and SIP. On the other hand, a 2008 RTP would use the 2007 SIP, avoiding this potential pitfall.

4. There are a number of major corridor studies that are being conducted in the region. The timing on these studies is such that final recommendations from these studies may only be available in time for incorporation into the 2008 RTP. If we were to update the RTP by April of 2007, we may not be able to take advantage of these efforts.
5. A new state law (AB2158, Lowenthal) requires that the RHNA update be coordinated with the RTP Update. The state RHNA schedule established before the passage of SAFETEA-LU calls for adoption of the housing allocation by June of 2007 by SCAG so that the cities can reflect the new allocations in their respective general plans by June of 2008. The growth forecast is an input to the RTP process. The additional one year available under the 4-year cycle would allow us to request an extension of the RHNA cycle 2008.
6. The SAFETEA-LU broadens the planning requirements of the RTP, and staff believes this would strengthen our plan in the long run. Some of the expanded planning requirements include explicit incorporation of environmental mitigation measures into the RTP, implementation of broadened consultation requirements, added emphasis on transportation security and non-motorized transportation planning, and added emphasis on system preservation.

A key issue in pursuing the 4-year cycle is that the conformity on our current RTP (2004 RTP) runs out on June 7, 2007, which means we could potentially face a conformity lapse for a period of about a year. However, SAFETEA-LU does have a provision for a grace period of up to one year. It is not fully clear at this point what this grace period would mean. A key concern for the region is that RTP amendments may not be approved by the federal agencies during this grace period, which could not only be detrimental to our ability to deliver critical RTP projects in a timely manner, but also potentially result in loss of funds for the region. Federal agencies responsible for implementing SAFETEA-LU will be developing rules and guidelines to clarify these issues over the next several months. Staff will continue to work with the federal agencies responsible for the rule making to ensure that our concerns are adequately considered in the process. Furthermore, staff also proposes pursuing clarifying legislation that would resolve our issue.

The following are key milestones for the 2008 RTP update.

- Initial input from the stakeholders on the plans and programs by June 2006
- Adopt 2006 RTIP, which provides the basis for the No-Project (Baseline) alternative for the 2008 RTP by August, 2006
- Complete No-Project Growth Forecast by Sept. 2006
- Complete alternatives evaluation process by June of 2007
- Release Draft 2008 RTP and PEIR for public review and comments by October of 2007
- Close public review and comment period by January of 2008
- Refine and finalize the 2008 RTP per public input process, including preparation of the response to comments and present to RC for adoption in April of 2008
- Conformity certification by the federal agencies in June of 2008

FISCAL IMPACT:

Updating the RTP is a core activity for SCAG. Therefore it is fully reflected in the OWP and no additional fiscal impact is anticipated.